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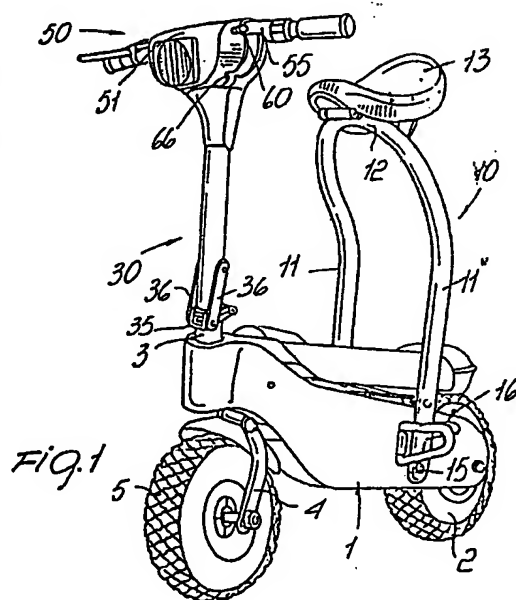
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54 Collapsible vehicle, particularly of the two-wheeled type.

57 This invention relates to a collapsible vehicle particularly of the two-wheeled type, which comprises a main frame (1) supporting at least one rear wheel (2) and a steering column (3) pivotally connected to the cited frame (1) and supporting at least one front wheel (5). The peculiarity of the invention is that it comprises a saddle (13) holder (10) which encloses said frame (1) laterally and is connected to the frame (1). The holder (10) can be tilted towards the cited frame (1) to bring the saddle (13) forward of the frame (1). The upper section (30) of the column (3) is connected to the column (3) to permit tilting toward said frame (1) and handle bar (50) sections (55) are connected to the upper column section (30) for tilting against the upper column section (30).



COLLAPSIBLE VEHICLE, PARTICULARLY OF THE TWO-WHEELED  
TYPE

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This invention relates to a collapsible vehicle, particularly of the two-wheeled type.

As is known, commercially available have been bicycles, motorcycles, and the like, which are  
5 designed to be made more compact when not actually in use.

Most embodiments usually provide a main frame which may be folded up to reduce the frame length dimension.

10 Other approaches provide, for making the vehicle less unwieldy, for the possibility of disassembling some accessory items, such as the saddle holder, steering column etc., thus removing those parts which have a substantially long dimension in  
15 a perpendicular direction to the length of the frame.

With all the prior embodiments, the operations involved in reducing the vehicles' overall dimensions generally require the utilization of tools, and sometimes separation of component parts, thereby  
20 operations are to be carried out which, while not being complex, are time-consuming and inconvenient for the user.

Another drawback of the prior art approaches is that the reduction in overall dimensions is in many  
25 cases accomplished to the detriment of the vehicles' full functionality.

It is the aim of the invention, accordingly, to remove such prior drawbacks by providing a

collapsible vehicle particularly of the two-wheeled type, which affords a significant reduction of the overall dimensions when the vehicle is not being used without requiring the use of tools of any description,  
5 and by merely performing quickly carried out operations that do not require any special skill of the user.

Within the above aim, it is a particular object of the invention to provide a collapsible vehicle, whereby the vehicle overall dimensions can be reduced  
10 without detaching any of its parts, thus facilitating all the operations and making the resulting unit rational and functional.

Another object of this invention is to provide a collapsible vehicle which, owing to its peculiar  
15 constructive characteristics can give full assurance of being reliable and safe to use.

A not least object of this invention is to provide a collapsible vehicle which can be easily formed from commercially available elements and materials, and  
20 is competitive from a purely economical standpoint.

The above aim, and these and other objects such as will be apparent hereinafter, are achieved by a collapsible vehicle particularly of the two-wheeled type, according to the invention, comprising a main  
25 frame supporting at least one rear wheel and a steering column pivotally connected to said main frame and supporting at least one front wheel, characterized in that it comprises a saddle holder connected to said main frame and tiltable toward said main frame  
30 to bring said saddle forward of the main frame, the

upper section of said steering column being connected  
to said steering column for tilting toward said main  
frame, the handle bar sections connected to said  
upper steering column section being tiltable toward  
5 said upper steering column section.

Further features and advantages will be apparent  
from the following description of a preferred, but not  
exclusive, embodiment of this collapsible vehicle  
particularly of the two-wheeled type, as illustrated  
10 by way of example and not of limitation in the  
accompanying drawings, where:

Figure 1 is a perspective view of this collapsible  
vehicle in its condition ready for use;

Figure 2 shows the vehicle in its collapsed  
15 or packed condition;

Figure 3 is a partly cut-away perspective view  
showing the positioning of the saddle holder in the  
condition for use;

Figure 4 shows schematically the saddle holder  
20 in its folded up condition;

Figure 5 is a perspective detail view of the  
steering column in its condition for use;

Figure 6 shows the steering column in its  
folded condition;

Figure 7 is a perspective view of the handle bar  
25 in its condition for use; and

Figure 8 is a detail view of the handle bar in  
its folded condition.

With reference to the drawing figures, this collapsible vehicle particularly of the two-wheeled type is schematically depicted therein as a motorcycle, and may have, of course, any other suitable  
5 configuration; that vehicle comprises a main frame 1 which is advantageously of elongate box type design.

The frame 1 supports a front wheel, indicated at 2, and a steering column 3 connected pivotally to the frame 1. The steering column is connected to a front  
10 fork 4 whereto a front wheel 5 is connected.

A first feature of the invention is that the vehicle is provided with a saddle holder consisting of a rod-like body 10 which extends substantially into a U-like shape and has legs 11 which enclose  
15 the frame 1 laterally and are joined by a joining section 12 whereto the saddle 13 is connected.

The legs 11 of the rod-like body 10 have, at the bottom free ends thereof, pins 15, which may be replaced, however, with a single cross pin, which  
20 are engaged slidingly in contoured slots 16 defined on the sides 1a of the frame 1.

The contoured slots 16 have a substantially vertical section 16a, wherein the pins 15 are engaged, with the holder in its position for use, which merges  
25 with a mainly horizontal section 16b extending toward the rear of the frame 1.

The legs 11, at a middle portion thereof close to their free ends, are joined by a crosspiece 18 which is hinged to one end of rods 19 which are  
30 articulated with their other ends to a front crosspiece

20 carried on the sides 1a of the frame 1.

Advantageously, provided at the area of hinged connection between the front crosspiece 20 and rods 19 are rubber couplings 21 for damping any vibrations 5 which may be generated.

The connection described above forms in practice a three-hinge arch consisting of the pins 15, cross-piece 18, and front crosspiece 20; the three-hinge arch is fixed, on locking the pin 15 in place, and 10 in that position, supports the saddle holder 10 at a position close to the vertical.

The pins 15, as mentioned above, are received slidably within the slots 16 such that the holder 10 can be tilted toward the frame by utilizing the sliding 15 travel of the free ends of the pins 15 towards the rear of the frame.

In the tilted position, the saddle 13 is located over the front wheel 5, forward of the frame.

To hold the pins 15 in their operating positions, 20 ratchet pawls 25, advantageously hinged to the frame 1 and having a hooked end 26 in engagement with the pins 15 and at the other end a return spring 27 holding the pawls in the locked position, are provided.

For convenience in using the pawls 25, a joining 25 rod 28 is provided which is passed through the frame sides and enables the pawls to be actuated simultaneously by acting on a single pawl.

With the arrangement described above, in order to tilt the saddle holder it will be sufficient to 30 disengage the pawls 25, and in particular to move the

hooked end 26 away from the pin 15 against the bias of the return springs 27.

On disengaging, the pins 15 may be slid in the slots 16, thus moving the pins 15 rearward: from the  
5 frame, with consequent tilting toward the front portion of the holder 10.

As pointed out hereinabove, the frame 1 supports a steering column 3 pivotally therein; the steering column 3 has an upper section, generally indicated at  
10 30, which is connected to the lower section of the steering column 3 for hinged connection and consequent tilting movement about a perpendicular axis to the main axis of the steering column.

In detail, and as shown in Figures 5 and 6, the  
15 steering column 3 has a lower plate 31 connected thereto which is hinged to an upper plate 32 rigidly connected to the upper section 30.

The hinge axis, as mentioned previously, is substantially perpendicular to the main direction of  
20 the steering column 3.

The lower plate 31 has, at the remote end from the hinge 33 connecting it to the upper plate 32, a cross detent 34 which may be hooked by the end of a stirrup 35 of substantially U-like shape which is  
25 hinged at 37 to the bottom ends of connecting rods 36 which are hinged with their other ends at 38 to the upper section 30.

The stirrup 35 has, at the free ends of its legs, a hooking portion 39 which engages with the detent 34.

30 An elastic means is then provided which comprises

a spring 40 connected between a connecting rod 36 and the joining section 35a of the stirrup 35, which is located remotely from the hinge axis 37 with respect to the hooking portions 39.

5       With the arrangement described above, and with the steering column in its position for use, arrangements are provided whereby any pull exerted on the upper section 30 contributes toward an increase of the section clamping action relatively to the  
10 column 3, in fact, a line joining the hinge points 37 and 38 would be positioned toward the steering column and the detent 34 be positioned on the opposite side of the cited line from the steering column, thereby the pull actions exerted will tend to further  
15 close the connection.

To disengage, it will be sufficient to act on the stirrup 35 against the bias of the spring 40, thus disengaging the hooking portion 39 from the detent 34, in order to effect the rotation of the upper section  
20 30 which tilts down onto the frame 1 by turning rearwardly.

In order to effect positioning in the position for use it will be sufficient to turn the section 30 in the opposite direction with a coupling which  
25 practically occurs with a snap action because, on aligning the hinge points 37 and 38 with the detent 34, any further rotary action toward the vertical position is facilitated by the bias force of the return spring 40.

30       Connected to the top end of the upper section



30 is a handle bar, generally indicated at 50, which has a center body 51 connected to the top end of the section 30 and curved side edges 52 which perform a camming function.

5       The center body 51 is connected as by hinges to the inward ends of the sections 55 of the handle bar through hinge pins 56 which are carried on the center body.

10       The sections 55 have, at a portion thereof close to the hinge pins 56, slots 57 elongated in the axial direction, which receive slidably therein cross pins 60 which act by contact on the cited side edges 52 of the center body 51.

15       Between the hinge pins 56 and cross pins 60 there act elastic means comprising traction springs 61 which hold the pins 60 pressed elastically against the edges 52.

20       The edges 52 define upper notches 65 wherein the pins 60 are inserted to lock the sections 55 in the open position for use. Also provided on the edges 52 are lower notches 66 wherein the pins 60 are engageable to lock the sections 55 in a position close against the upper section 30.

25       The edges 52 are shaped to vary the elastic action of the traction springs 61, so as to adjust the force which holds the sections 55 in the set position.

30       To move from one position to the other, it will be sufficient to apply a pulling force on the cross pins 60 and disengage them from the respective coupling notches, and then effect the rotation of the sections

55 about the hinge pins 56 until the cross pins 60 fit in the other notch which corresponds to the other position that the sections 55 may assume.

It may be appreciated from the foregoing that,  
5 with the constructional expedients discussed, a vehicle can be realized which is truly collapsible utilizing the tiltability of the saddle holder, steering column, and handle bar.

In practical use, to fold up the vehicle and  
10 bring it to its collapsed condition, it will be sufficient to first fold the sections 55 against the upper section 30 by acting, as previously indicated, on the cross pins 60 which can slide in the elongate slots 57.

15 Then the upper section 30 of the steering column is tilted down after disengaging the stirrup 35 from the detent 34 against the bias of the spring 40.

Thereafter, the saddle holder is tilted down by pivoting it toward the front, utilizing the  
20 sliding feature of the pins 15 in the contoured slot 16 defined in the main frame sides, thereby the holder 10 can be folded laterally to the frame to bring the saddle 13 to the front of the frame.

The invention herein is susceptible to many  
25 modifications and changes without departing from the purview of the inventive concept.

Furthermore, all of the details may be replaced with other, technically equivalent elements.

In practicing the invention, the materials used,  
30 so long as compatible with the specific use, as well

as the dimensions and contingent shapes may be any  
ones depending on requirements.

CLAIMS

1           1. A collapsible vehicle particularly of the  
2 two-wheeled type, comprising a main frame (1)  
3 supporting at least one rear wheel (2) and a steering  
4 column (3) pivotally connected to said main frame (1)  
5 and supporting at least one front wheel (5),  
6 characterized in that it comprises a saddle (13) holder  
7 (10) connected to said main frame (1) and tiltable  
8 toward said main frame (1) to bring said saddle (13)  
9 forward of the main frame (1), the upper section (30)  
10 of said steering column (3) being connected to said  
11 steering column (3) for tilting toward said main frame  
12 (1), the handle bar (50) sections (55) connected to  
13 said upper steering column section (30) being tiltable  
14 toward said upper steering column section (30).

1           2. A vehicle according to Claim 1, characterized  
2 in that said saddle holder has a rod-like body (10)  
3 having a substantially U-like configuration with the  
4 legs (11) thereof arranged laterally to said main frame  
5 (1), at the free ends of said legs (11) there being  
6 provided pins (15) engageable in contoured slots (16)  
7 defined by said main frame (1), with a middle portion  
8 of said legs (11) there being hinged the ends of rods  
9 (19) hinged with the other ends to a front crosspiece  
10 (20) carried on said main frame (1).

1           3. A vehicle according to the preceding claims,  
2 characterized in that it comprises ratchet pawl means  
3 (25) hinged to said main frame (1) and having a hooked  
4 end (26) engageable with said pins (15) to lock them  
5 in said slots (16), on the other end of said hooked

6 elements (25) there acting elastic means in the form  
7 of a return spring (27) adapted to hold said hooked  
8 end (26) elastically engaged with said pins (15).

1 4. A vehicle according to one or more of the  
2 preceding claims, characterized in that said slots  
3 (16) have a portion extending substantially vertically  
4 (16a) engageable by said pins (15) with said holder  
5 (10) in position for use, said substantially vertical  
6 portion (16a) merging with an essentially horizontal  
7 portion (16b) extending toward the rear of said main  
8 frame (1) and engageable by said pins (15) to tilt  
9 said saddle holder (10) toward said main frame (1).

1 5. A vehicle according to one or more of the  
2 preceding claims, characterized in that said rods (19)  
3 are hinged to said front crosspiece (20) with the  
4 interposition of rubber couplings.

1 6. A vehicle according to one or more of the  
2 preceding claims, characterized in that said upper  
3 section (30) is connected to said steering column (3)  
4 for rotation about a substantially perpendicular axis  
5 to the direction of said steering column (3).

1 7. A vehicle according to one or more of the  
2 preceding claims, characterized in that it comprises  
3 a lower plate (31) connected to said steering column  
4 (3) and an upper plate (32) rigidly connected with said  
5 upper section (30) and hinged to said lower plate (31)  
6 for rotation about a substantially perpendicular axis  
7 to the axis of said steering column, there being  
8 further provided a locking means active between said  
9 upper section (30) and said steering column (3).

1        8. A vehicle according to one or more of the  
2 preceding claims, characterized in that said locking  
3 means comprises a detent (34) rigidly connected to  
4 said lower plate (31), on the remote side to the  
5 hinge between said lower plate (31) and said upper  
6 plate (32), with said detent (34) there engaging the  
7 hooking portion (39) placed at the end of a stirrup  
8 (35) carried oscillably about a first axis (37) on the  
9 end of connecting rods (36) connected, at the other end  
10 thereof, to said upper section (30) for oscillation  
11 about a second axis (38).

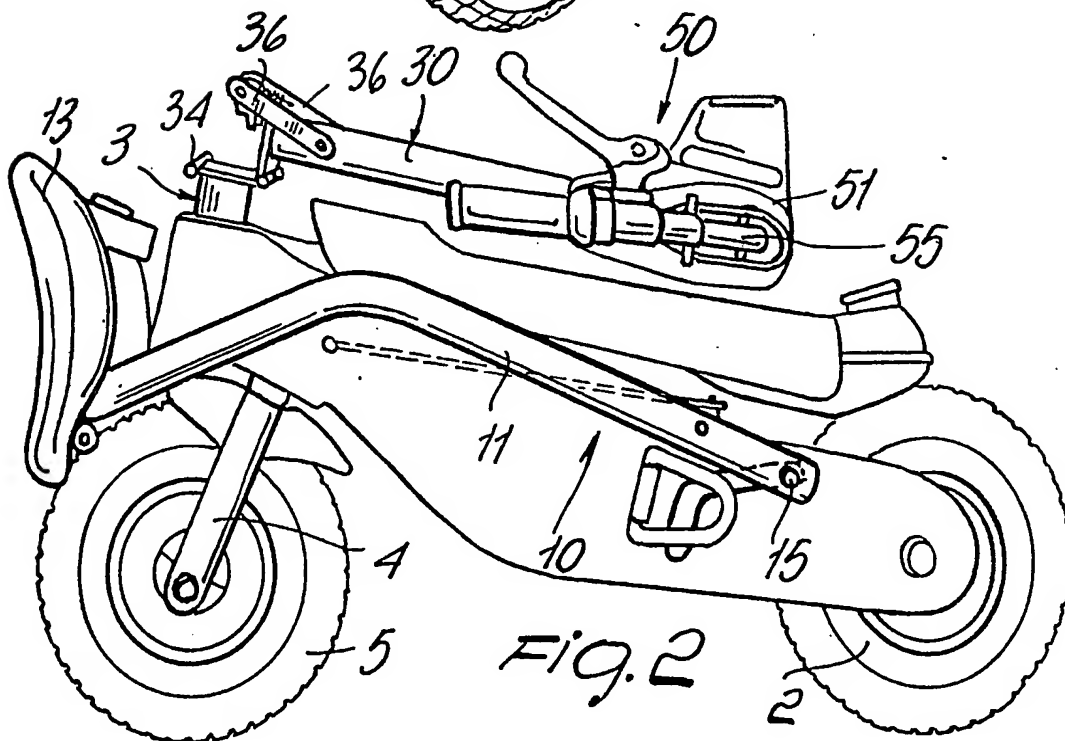
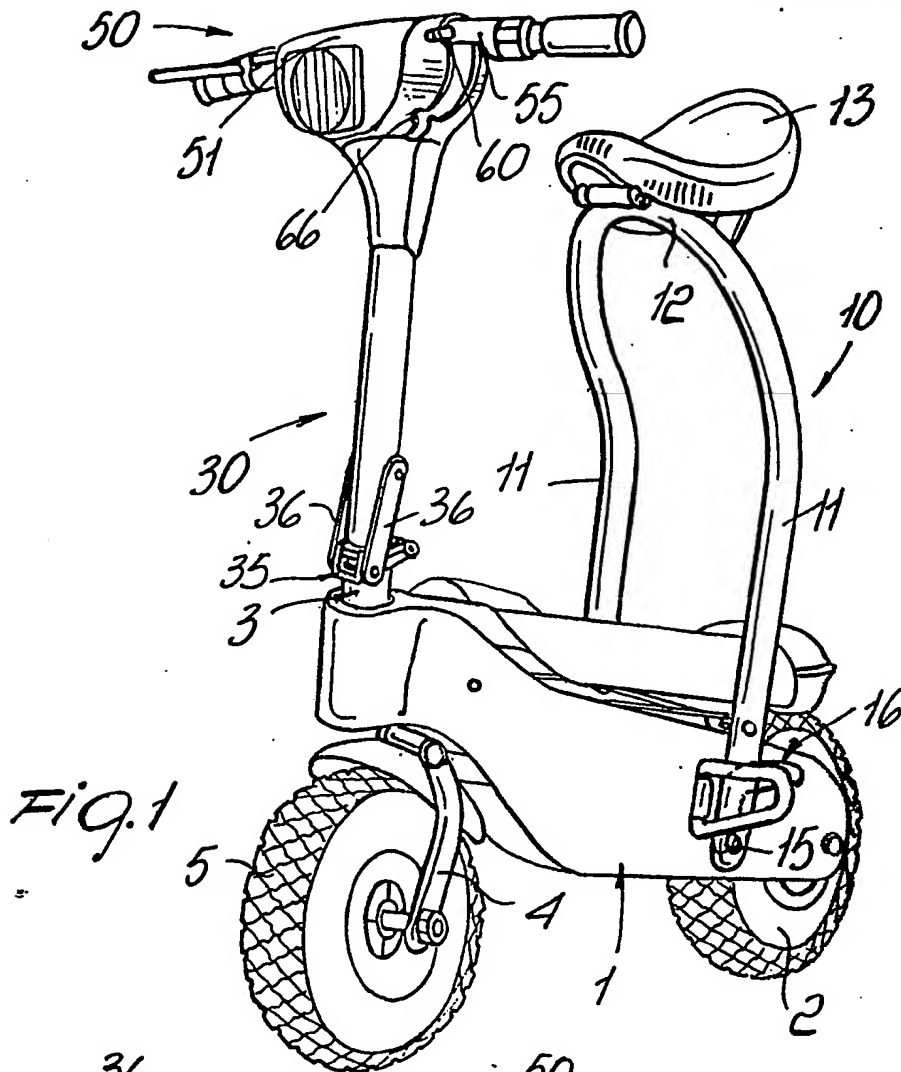
1        9. A vehicle according to one or more of the  
2 preceding claims, characterized in that it comprises  
3 an elastic means in the form of a spring (40) acting  
4 between at least one of said connecting rods (36) and  
5 the joining portion (35a) of said stirrup (35) located  
6 on the opposite side to said shaped portion (39) with  
7 respect to the first hinge axis (37) of said stirrup  
8 (35).

1        10. A vehicle according to one or more of the  
2 preceding claims, characterized in that, with said  
3 upper section (30) aligned with said steering column  
4 (3), said detent (34) is located on the opposite side  
5 to said steering column (3) with respect to a line  
6 joining said first (37) with said second (38) axis.

1        11. A vehicle according to one or more of the  
2 preceding claims, characterized in that said sections  
3 (55) of the handle bar (50) are hinged to a center  
4 body (51) attached to the top end of said upper  
5 section (30).

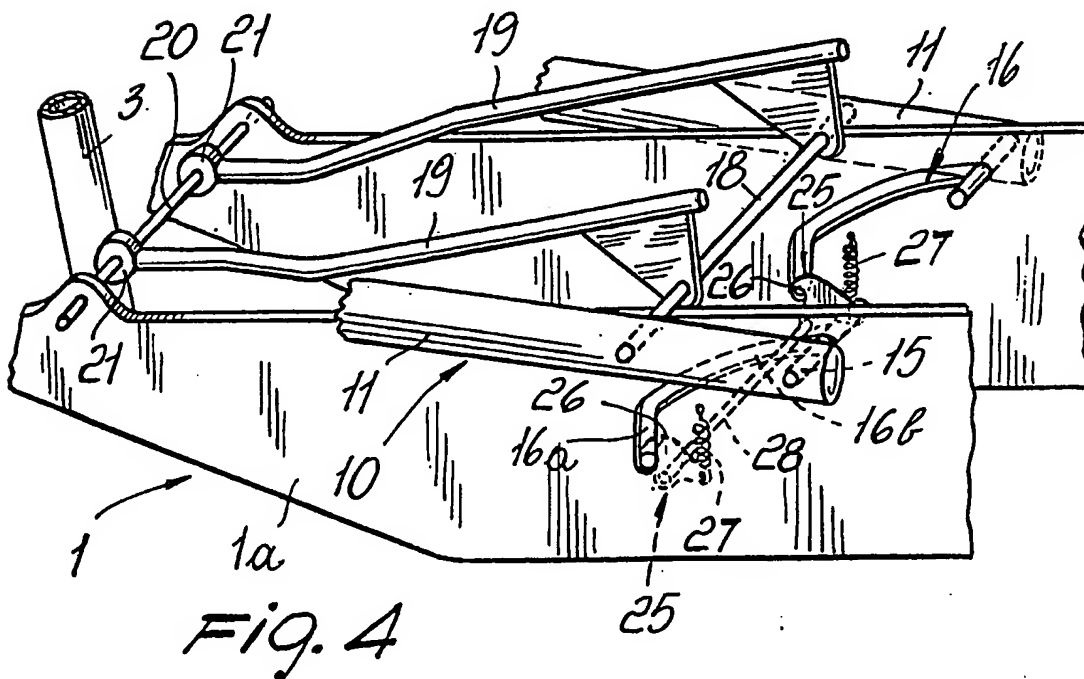
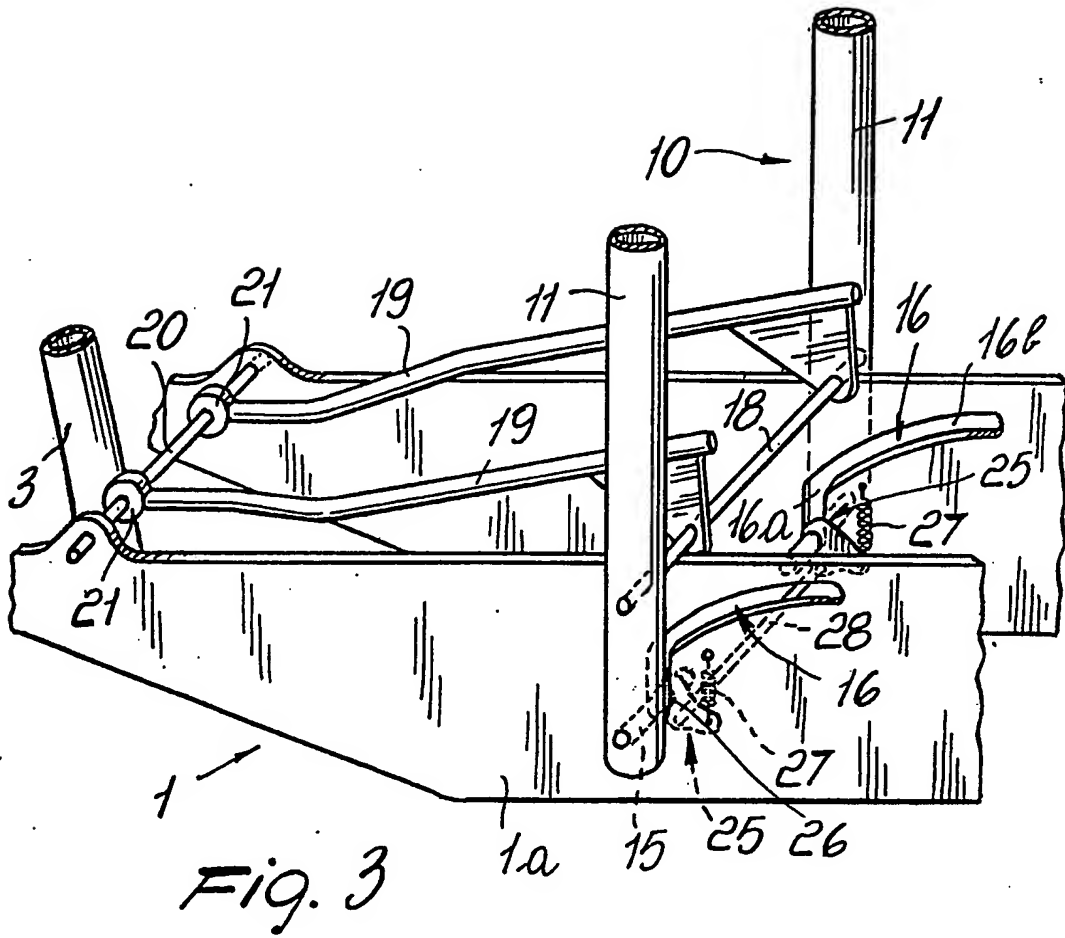
1        12. A vehicle according to one or more of the  
2 preceding claims, characterized in that said center  
3 body (51) has cam-shaped side edges (52) engageable  
4 by contact by cross pins (60) carried on said  
5 handle bar sections (55) for sliding in slots (57)  
6 elongated in the axial direction of said sections  
7 (55), also provided being elastic means comprising  
8 tension springs (61) acting between said pins (60)  
9 and the hinge pin (56) between said sections (55)  
10 and said center body (51).

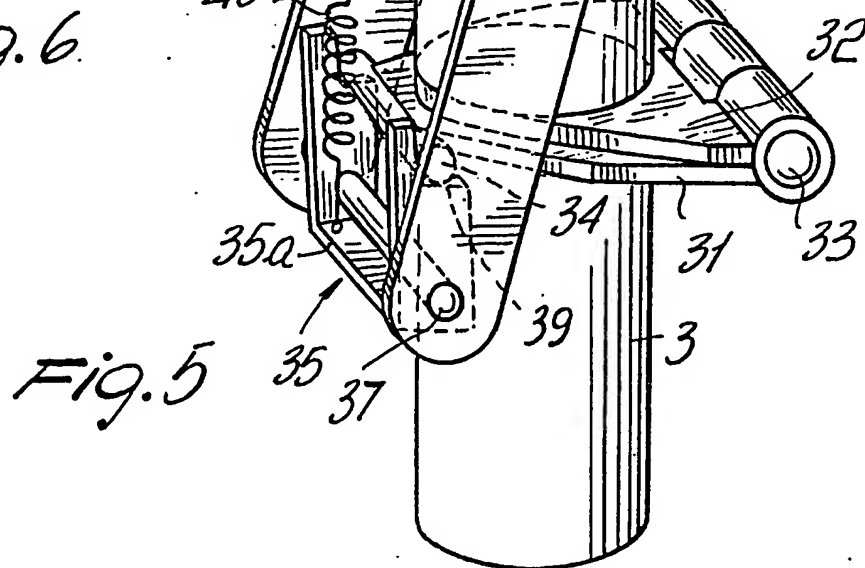
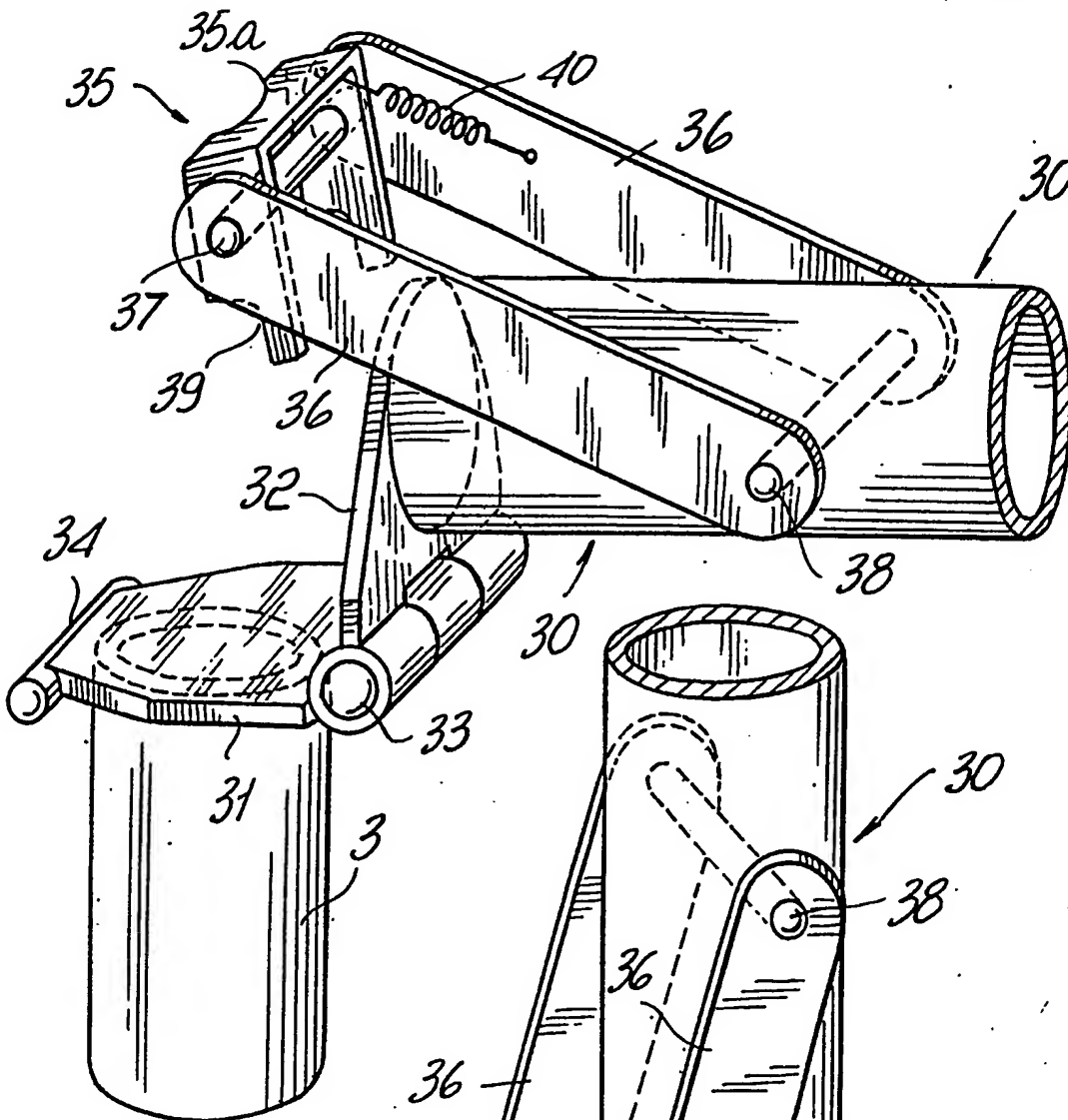
1        13. A vehicle according to one or more of the  
2 preceding claims, characterized in that said side  
3 edges (52) of said center body (51) are provided with  
4 lower notches (66) and upper notches (65) for locking  
5 said handle bar sections (55) in place, respectively  
6 at a position for use and a folded position.

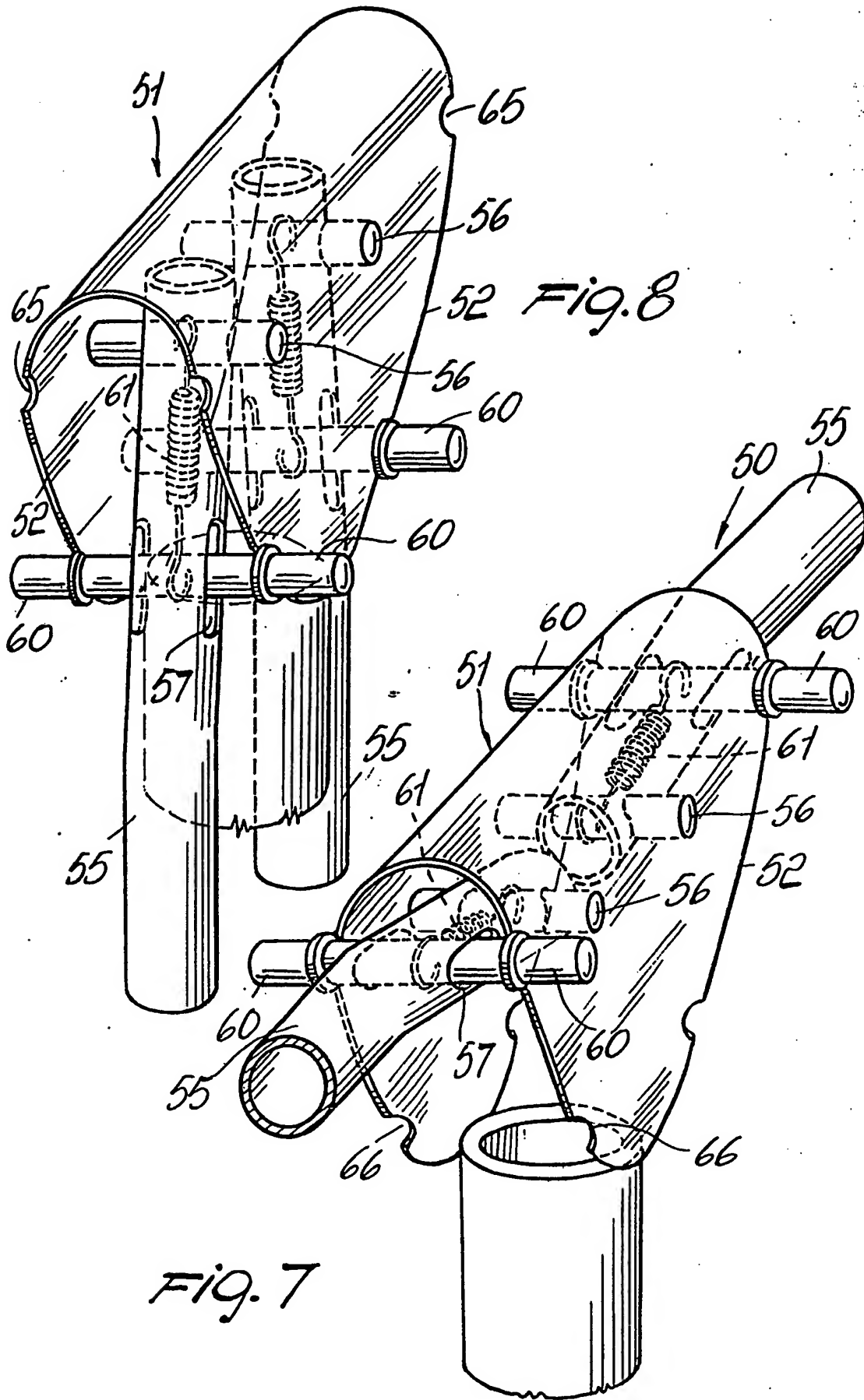




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# EUROPEAN SEARCH REPORT

0197163

Application number

EP 85 10 3880

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DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.4)
A	FR-A-2 384 667 (TOMY KOGYO CO., LTD.) * Page 3, lines 18-40; pages 4-9; figures 1-13 *	1	B 62 K 15/00
A	WO-A-8 303 232 (CSIZMADIA) * Page 6, lines 15-35; pages 7-11; figures 1-12 * -----	1	
			TECHNICAL FIELDS SEARCHED (Int. Cl.4)
			B 62 K
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 12-11-1985	Examiner VANNESTE M.A.R.
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